

direction, with thick snowdrift, which cuts away earth and sand in minute particles from the windward side of any hill or rising ground in its course, and these particles are carried along until they find a resting-place under the lee of some steep bank or cliff.

These foreign substances, when mixed with a great depth of snow, are not readily seen, but when the spring evaporation and thaws remove a great part of the snow, a stratum—more or less thin—of coloured matter, is visible on the surface, and this marks clearly the stratum or formation of one season. No doubt, sometimes, if there happen to be a minimum of snowdrift during the winter, followed by an unusually warm summer, all the winter deposit of snow may be removed, and the earthy deposit (naturally smaller than usual) will be added to that of the previous year.

It may be asked why I did not speak of these matters in Major Greely's presence at the meeting of the Geographical Society? This is easily explained: Major Greely's address was so long that little time was left for discussion, and this time was most properly given to the officers (four of whom were present) of the English Government Expedition of 1875-76, who, to my surprise and amusement, let the astute citizen of the United States have things pretty much his own way. In fact, one of these officers made matters rather worse than better by what he said.

JOHN RAE

4, Addison Gardens, Kensington, W., January 1

Hydrophobia—A Further Precaution

IT may be taken as an accepted fact that mongrels are more liable to rabies than well-bred dogs, both from the ill-treatment they commonly receive, and from the unnatural mingling of species that has led to their production. Statistics show that over 90 per cent. of mad dogs are retrievers, or animals so-called. In addition to these two points, it can be safely maintained that no kind of dog gives birth to so many mongrels as the retriever. Pointers, setters, terriers, and hounds will not readily breed from dogs of another class, but the reverse is true of the retriever, and the result is the production of a horrible progeny that ought to be immediately destroyed. Owners of a kennel of sporting dogs are constantly subjected to the annoyance of one of their true-bred retrievers having a litter of pups that only resemble retrievers in their coats. I would therefore suggest that the Retriever Stud Book should be kept by a Government official, and that all owners of retrievers should be obliged to send notice to him when a litter arrived; and that the police should be empowered to destroy any retriever whose owner was not provided with a certificate of registration. A few inspectors of litters could travel the country, and at a cost of a few hundreds a year prevent the development of countless mongrels—valueless for sporting purposes, hideous to look at, and sure promoters of canine madness.

H. M. TOMLIN

Rotation of Mars

PROF. BAKHUYZEN is right in regard to the number of days counted in error by Kaiser in comparing Hooke and Huyghens with recent observations. I wrote away from books, and with no means of determining whether Kaiser had made Hooke's observation a day too early or a day too late in comparing it with Huyghens's—which was what in reality he did. I saw that three days' correction would about bring matters right, and knew that in 1873 I *had* brought matters right; so concluded that was the way. But, being in London for a few days, I have looked up my paper of 1873, and find that the correction was obtained by omitting two days from Kaiser's count between Huyghens and himself, and adding one day to his count between Hooke and Huyghens.

I have not seen Prof. Bakhuyzen's paper, and the pressure of more serious business (life-duties) prevents me from giving time to such examination of it as I gave to Kaiser's in 1873. The results, however, were and are before me. It was natural I should infer that he had taken Kaiser's results as they stood. For, the comparison of either Hooke or Huyghens, using Kaiser's own dates and estimates (following him, in fact, in everything except his clerical errors in regard to the New Style date for Hooke's observations, and to the number of days in 1700 and 1800), gives no such results as Prof. Bakhuyzen has presented. Kaiser made the interval between November 1, 1862, 6h. 10'm., and August 13, 1672, 12h. 10'3m. (at which

epochs he found Mars to have been in the same position in regard to sidereal rotation), to be 69476d. 17h. 59'8m., and in this period, he said, Mars made 67,719 rotations: the resulting estimate of the rotation-period is 24h. 37m. 22'64s. In reality the interval was 69474d. 17h. 59'8m., and in this interval Mars made 67,717 rotations: the resulting estimate of the rotation-period is 24h. 37m. 22'71s. Again, using the observations of Hooke and Huyghens combined to give a mean, and the mean of the best observations between 1830 and 1870, we deduce the period 24h. 37m. 22'71s., which was, I find, the value I indicated as the most probable in 1873. Using observations up to those in 1884, I find for the period 24h. 37m. 22'703s. I find no noteworthy correction on using Maraldi's or W. Herschel's observations, with which, indeed, my inquiry began. I am satisfied the seconds are nearer 22'7 than 22'64.

RICHARD A. PROCTOR

A Meteor

AT 4.47 p.m. yesterday, whilst returning home with two friends, I saw a large meteor pass slowly downwards in an east-north-easterly direction. Unfortunately it was twilight and very cloudy at the time of the observation, and the "fireball," as one of my friends called it, was consequently shorn of much of its brilliancy. It was, however, distinctly visible behind a thin veil of cloud, and when seen for a couple of seconds in the open it seemed to have an apparent diameter about four times that of the planet Venus, which, with the crescent moon, were the only other conspicuous objects in the heavens at that time.

Brighton, January 10

W. AINSLIE HOLLIS

Meteorological Phenomena

I HAVE just received the inclosed notice of a meteorological phenomenon which you may consider of sufficient interest for publication in NATURE.

HENRY TOYNBEE

Meteorological Office, 116, Victoria Street, London, S.W.,
January 6

LEAVING the port of Kingston, Jamaica, at dusk on November 23, 1885, the night was fine and starlit overhead, but about 8 p.m. a heavy bank of cloud obscured the island, and all around the upper edges of this cloud-bank brilliant flashes of light were incessantly bursting forth, sometimes tinged with prismatic hues, while intermittently would shoot vertically upwards continuous darts of light displaying prismatic colours in which the complementary tints, crimson and green, orange and blue, predominated. Sometimes these darts of light were projected but a short distance above the cloud-bank, but at others they ascended to a considerable altitude, resembling rockets more than lightning. This state of matters continued until about 9.30 p.m., when all display of light ceased. As I have never seen such a phenomenon in any other part of the world, I have deemed it an unusual occurrence, and worthy of record.

R.M.S. *Moselle*, Southampton

T. MACKENZIE

I SHALL be obliged if you will allow me to record in your columns the following account of some remarkable phenomena witnessed during a voyage from Sunderland to London, and I trust that if you are good enough to insert this letter, it may be the means of eliciting some explanation from yourself or your readers as to the causes producing such strange effects. Capt. Herring, of the s.s. *Fenton*, reports to me as follows:—

"We left Sunderland at 3 p.m. on the 7th inst. bound for London, wind west-south-west, with snow squalls and strong sea; towards midnight wind increased, and the squalls cyclonic. When between Flamborough Head and Scarborough, the vessel became enveloped with phosphorescence, the mast-heads exhibiting the curious phenomenon known by sailors as 'Compassants' (*corpus sancti*), which in this instance were shaped like a top, about two feet at the widest part, resembling a bunch of mistletoe illuminated. The standing rigging and all protruding objects were in like manner illuminated, and the most extraordinary effect was produced when the mate, who was on the bridge with me at the time, raised his head above the canvas weather-sheeting; the whole of his hair, exposed, and beard were instantly illuminated, and in like manner his hands when elevated became phosphorescent on the outline of his mittens. When under cover of the sheeting there was no appearance of phosphorescence; it would therefore appear that the effect of the wind produced the phenomenon. The weather

towards morning moderated, and brilliant flashes of lightning were seen to the eastward."

CHARLES WEST

Lloyd's, London, E.C., January 11

The Admiralty Manual on Terrestrial Magnetism

IN a recent number of NATURE you mention that the new edition of the Admiralty Manual on Terrestrial Magnetism is being edited by me. It gives me great pleasure to be able to inform those interested in this work that I have obtained the advice and assistance of Capt. Creak and Mr. Whipple as to the changes required in the description of the ship- and land-observations respectively. From the guidance of such able specialists I feel that the work will have a value that it could never have had from my unaided exertions.

GEO. FRAS. FITZGERALD

Trinity College, Dublin, January 6

Anchor Frosts

ON the night of Friday, January 8, there was an anchor frost in the Cherwell such as has not been known for twenty years, according to people who have lived at a mill on the river (Clifton Mill, near Aynho Station) for that period. In a mild form the phenomenon is fairly frequent there. The most marked effects are seen in comparatively still water.

Thus, in the mill-pond, where the current is stopped by the mill during the night, the whole stream becomes semi-viscous. Roots beneath the water, the brickwork at the sides of the mill-pond, &c., are seen to be coated with ice beneath the water as far down as can be seen, and between this ice and the surface ice-crystals form, not in a sheet or block, but interlaced loosely, like snow crystals in a drift. The mass thus formed blocks the channel, and it is said that water coming upon it from above will rise in level and flow over it, as over a solid obstruction. This I have not seen myself.

When the mill is started, at first the water will hardly flow past the wheel; but at length the crystals are forced to the surface, where they remain in floating masses, under which the water flows as usual.

The surface is not covered with a sheet of ice in these frosts.

In a broad, shallow ditch at right angles to the river, where the water is comparatively still, similar effects could be seen: the pebbles at the bottom coated with ice and the water filled with loose crystals. One consequence of the bottom ice forming on this occasion was that the floodgates were frozen down on the Friday evening, so that they could not be drawn up as usual, and the river overflowed during the night. In the morning, when they were at last raised, the water would hardly flow through, as already mentioned in the case of the water-wheel.

T. HANDS

Clifton Mill, near Aynho Station

Curious Phenomenon in Cephalonia

I BEG leave to forward to you an extract from a letter which I have recently received from a friend and former pupil who is at present an officer on board one of Her Majesty's ships in the Mediterranean. I have never seen any reference to the phenomenon which he describes. If you can insert the extract, perhaps it may evoke further information with regard to it. I would not forward the statement unless I had every confidence in the writer, so that I do not think he would be likely to be easily deceived or mistaken in his observations. He is a gentleman who took an excellent position in the Cambridge Mathematical Tripos.

E. LEDGER

Barham, January 7

"By the way, at Cephalonia there is a very remarkable phenomenon. The sea runs into the land in a strong stream, turning a water-wheel on the way, and disappears in the earth about a hundred yards from the entrance. Can you explain this? I believe no one has yet done so. No part of the island is below the level of the sea, nor is there any salt lake or spring in the island. I imagine this water must be converted into steam, which comes out either at Naples or Stromboli."

SIR F. J. O. EVANS

CAPTAIN SIR FREDERICK J. O. EVANS, R.N., K.C.B., F.R.S., late Hydrographer of the Admiralty, died at his residence, 21, Dawson Place, on December 20, 1885, in his seventy-first year.

This eminently scientific officer entered the Royal Navy in the year 1828, and served in H.M. ships *Rose* and *Winchester*, on the North American station, until 1833, when he was transferred to H.M. surveying-vessel *Thunder*, Commander Richard Owen, and was employed until 1836 in surveying operations in various parts of the West Indies.

It was in this ship, and under the guidance of her able Captain, that he imbibed those scientific tastes which formed his character later in life, and laid the foundation of a career of usefulness, uninterrupted to its close, and which has perhaps rarely found a parallel in the naval profession.

Mr. Evans subsequently served in the *Caledonia*, the flag-ship in the Mediterranean, the *Asia*, the *Rapid*, the *Rolla*, the *Dido*, and *Wolverene*, of which two latter ships he was acting master. He was confirmed in that rank in 1841, and was then appointed to H.M.S. *Fly*, Capt. F. P. Blackwood, fitting for special exploring and surveying service in Australia and New Guinea, where he was continuously employed until 1846. He took a very leading part in the examination of the Coral Sea, the Barrier Reefs of Australia, Torres Strait, and the neighbouring shores of New Guinea, regions then comparatively unknown. After a short period of surveying service on the home coasts, Evans was appointed to the *Acheron*, under the late Admiral Stokes, and was engaged until 1851 in exploring and surveying the coasts of the then young colony of New Zealand; in both these important enterprises he took a very conspicuous part, and gained for himself the reputation of a skilful and scientific surveying officer, second to none in the profession.

During the Russian war Evans was employed in the Baltic on special reconnoitring service, and was attached to various ships of the fleet, taking an active part in the operations against Bomarsund and among the Aland Isles, for which he was mentioned in gazetted despatches.

It may be truly said that for many years of his life Evans was a zealous contributor to magnetic science. He had already begun to make observations of the three magnetic elements whilst employed on hydrographic work in H.M. ships *Fly* and *Acheron* in the Australian Colonies and New Zealand, between the years 1842-1851; but it was not until 1855, when he became Superintendent of the Compass Department of the Royal Navy that he was able to devote himself entirely to the magnetism of iron ships, a subject which was then growing yearly in importance, from the increasing amount of iron used in fitting as well as construction even before iron plating had brought about an actual crisis.

Sagaciously foreseeing the important part the science of magnetism was destined to play in the Navy, then being revolutionised by the change from wood to iron, he devoted his whole energies to the study of the subject until he had made himself completely master of it.

In 1865 Capt. Evans was appointed Chief Assistant to the Hydrographer, retaining his position as head of the magnetic department; this post he continued to hold until the early part of 1874, when a vacancy occurring in the Hydrographership of the Admiralty he was selected to fill it, and continued to do so with equal ability and conscientiousness until within a little more than a year of his death.

From the time of his first appointment in 1855 as Chief of the Admiralty Compass Department until his death Capt. Evans (in happy co-operation during a great part of the time with that great mathematical genius Archibald Smith) devoted himself heart and soul to the solution of what was really a question of life and death to the British Navy, and indeed to seafaring people all over the world. The question was whether it was possible so to deal with the disturbing element of iron, then entering largely into the construction of ships of all kinds, as to prevent the time-honoured compass from becoming a useless toy, or